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(31)

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The Daily Press.

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HONGKONG, 11th September, 1902.

We notice that at a conference of the Bible
Christian Society last month the state-
ment was made by a speaker, who had
come from China, that the missionaries in
China, hearing that a lady was in training
for medical missionary work in association
with the Bible Christians' mission, asked
the Conference to render all facilities to her
departure for China as soon as she was
qualified, "as the need for a lady doctor
was now urgent in Yunnan." No com-
ments seem to have been made adverse to
the granting of this request, so that we
may fairly assume that it stands a good
chance of being acceded to. After the
atrocities which formed so terrible a part
of the Boxer rising of 1900, attention was
freely drawn in that section of the Far
Eastern Press which is not directly
under missionary influence to the heavy
responsibility resting on those societies
which were responsible for sending into
the interior of China white women
or even on those which permitted its male
workers to take with them far away from
the reach of European civilisation their
women and children. The opinion was
widely expressed that it was not only the
Chinese who needed to learn a lesson from
the events of 1900, and that in fact the
teaching was still more necessary for such
evangelising bodies as exposed women and
children to awful risks. This journal was
among those which uttered the hope that
the lesson would not be altogether wasted.
Recent pronouncements of the missionary
societies have not done much to encourage
such hopes. Yet it is nothing less than
criminal for those Christian churches and
sects which devote any of their energies to
the task of converting China so to ignore
the teaching of history and the advice of
their well-wishers, not to mention the

dictates of humanity. We are glad to see
in the *Peking and Tientsin Times*, in the
course of an article on the Hunan murders,
an allusion to this very matter. The writer
of the article fully recognises that it is
impossible to prevent adult male enthusiasts
from invading dangerous fields of mis-
sionary enterprise, as the history of eighteen
centuries testifies. But he thinks that
formal prohibition might have some effect
in one direction, in that of keeping women
and children from going to their death.
"Public opinion would, we think," he
continues, "sanction and support the action
of any government which forbade women
and children to go into places where
"the unspeakable might happen." Unfor-
tunately public opinion in Britain and the
United States, the two countries most
concerned, does not seem to be easily
educated up to this standpoint. The mis-
sionary bodies who are guilty (as we are
bound to say) of allowing to go or sending
defenseless human beings into places where
the worst of fates may overtake them still
get in their subscriptions and still content
themselves with the stock expressions of
"glorious fields," "bounteous harvests," and
the like. Some have even ventured to
glory in the "spilling of martyrs' blood,"
in a most terrible parody of religious
enthusiasm. This is something far worse
than ordinary blindness, for it is a blindness
which wantonly sacrifices the lives of the
innocent without the slightest advantage to
offset them. There can be no doubt that
the public, except for an entirely fanatical
section, would, if it realised matters as they
are, raise an effectual protest against the
societies which are to blame. Were the
danger fully understood, all intelligent
opinion would demand that women's mis-
sionary work in China shall in future be
restricted to the coast-ports and that on no
account shall European women, still less
children, be allowed to go into the interior
of China. As the writer in our Tientsin con-
temporary says, men of a certain type cannot
be prevented even by legal prohibition,
unless accompanied by persecution carried
to extermination, from following what they
think the divine call. But the same
remark does not apply in the case of the
women and children who have lost their
lives in China. As certain mission
bodies have shown that they are deaf to the
teachings of experience it is necessary for a
higher authority to take it out of their
power to do evil in the name of good.

The U. S. transport *McLellan* arrived from
Manila yesterday.
We understand that the Chinese Government,
in recognition of his ten years' service as head
of the Tung Wen Kwan at Canton, has
bestowed on Mr. John A. Summers the order
of the double dragon, third class.
A correspondent wrote to the *Globe* recently
from Soochow:—Our Admiralty prefers to
trust its gunboats to young lieutenants, and
the way in which these young officers, detached
from the squadron, and at 1,500 miles from the
sea, manage their craft in these narrow river-
waters, in many cases bristling with rocks,
reflects great credit on the way seamanship and
navigation are now taught in our Navy.

The Japanese Commercial Agent in Vladivostok
reports that the Governor-General of the
Amur districts recently issued instructions to
the governors of the Siberian coast districts to
the effect that foreigners not in possession of
passports in accordance with Regulations are
not to be permitted to enter the Amur districts
and that foreign residents there who may be in
possession of an official certificate of domicile
are also to be turned out of the country at the
expiration of the term specified in the certifi-
cates unless they procure new ones from the
authorities.

Mr. Acting Consul-General James Scott in
his report on Canton's trade in 1901 writes,
under the head of "Mint":—The dollar and its
subsidiary coins are now in use among the
Chinese throughout the province. The Canton
Imperial Mint continues to coin about the same
amount as in former years. The coinage of the
dollar does not find favour with the mint
authorities. There are two considerations and
explanations thereof. Firstly, the dollar is a
cumbersome coin, and therefore seldom carried by
the common classes, who find 10-cent and 20-cent
pieces more convenient for their petty purchases;
secondly, the minting of subsidiary coins brings
a much greater profit to the mint authorities, as
they contain more alloy and less pure silver than
the dollar.

Writing of the Hunan murder, the *P. and
T. Times* says:—China's friends instead of
shrinking for indiscriminate vengeance misty
try and bring home to the Chinese that as a
civilised people they abuse their honour by these
atrocities; moreover they distinctly place a
weapon in the hands of those who are ever
urging that the outraged foreign government
should take the law into its own hand. We
have heard a wise man say that every missionary
murder was a nail in the coffin of China's exis-
tence, and truly the history of Kiao-chau
gives unhappy point to the remark. China's
best friends wish her to come into line with
modern civilisation in seeing these crimes in
their true colours as a consummation of human
atrocities: the cure lies in her own hands if she
will but administer it.

A severe earthquake lately visited Mindanao,
P.I. It seems that the shocks began on the
night of the 21st ult. and continued during
the next day. Men and houses were thrown
violently to the ground, tents were overturned,
and warehouses shaken down and destroyed.
As many More houses were raised by the
shocks in the cities where the buildings are
built of stone and have heavy roofs, it will not
be surprising to hear that there was a consider-
able loss of life.

Mr. B. Four sleeps at least twelve hours a
day—sometimes longer—says a writer in the
King, and though he does not prepare his speeches
word for word like Sir William Harcourt, or
dictate them to a shorthand writer like Disraeli,
he does what he calls "thinks them out in bed,"
and notes the principal headings on a sheet of
folded foolscap, which he holds in his right
hand while speaking and slaps against his left
when he wants to emphasise a point. He seldom
pauses to find a word, but when he requires time
to think of the next argument he sips from a
glass of water. He is very fond of going up
Bond Street and looking in the shop windows.

A steamer which has returned to Yokohama
from the scene of the Bonin Islands eruption
reports that, on arriving at the scene of the
disaster, after a careful survey a safe landing
place was discovered, and several men were
landed to search for the missing. These parties
stopped on the island for the day and the
day after. The condition of the island is
described as appalling. It was thickly covered
with lava, and not a cottage nor habitation of
any kind could be made out. Two dead cows,
in an advanced state of decomposition, were
discovered on a hill. Not a living soul was
found on shore. Smoke was issuing from the
crater when the party was at the island, but
the submarine volcano seems to have decreased
in force considerably.

Bishop Cecil Wilson, of Melanesia, in an
interview with a representative of the *Cherch
Family Newspaper* lately, spoke of the need
of more men for the mission. "It is free, open
life, working among these people. It is a good
opening for anyone fond of open-air life and of
sports, as the Melanesians are very much attached
to games of all kinds, and they can be easily
reached by anyone who excels in these things.
Some of them are very good cricketers, and that
game is exceedingly popular there. They are
fairly good bats, but they are capital bowlers,
and they play a very good all-round game." Proficiency at cricket has not hitherto been re-
garded as one of the qualifications for the mission
field, but it is perhaps a healthy sign that it is
at least beginning to be so.

A petition has been filed with the Philippine
Commission by Mr. A. Burlingame Johnson on
behalf of a New York syndicate, requesting a
franchise for the construction of a complete
electric street railway system for Manila and
suburbs, and for the installation of an electric
lighting plant for private lighting. Should the
franchise be granted it is promised that the
construction work will begin at once, and that
the entire system covering the principal streets
of the city and outlying districts will be com-
pleted and in operation within 20 months
thereafter. It is to be what is known as the
"overhead trolley system." Both first and
second-class cars will be run, the rates of fares
to vary for the different classes of passengers.
The cars are to be of the most modern
improved types used in the States.

The *London Daily Chronicle* wrote last
month:—We can hardly envy or pity very
much the lady who appeared at a recent recep-
tion in a gorgeous gown loaned from the Imperial
Palace at Peking, and later in the evening
found herself face to face with the Chinese
Ambassador. He, for the moment, apparently
thought some lady of the Royal Family of
China had suddenly appeared in a London
drawing-room, for the material of the gown had
never before been worn by any but Chinese
Royalty. Not even his official reserve, added
to the natural inscrutability of his race, could
conceal his agitation in meeting an English lady
thus arrayed. She fortunately had the tact to
leave the reception immediately, and thus
relieve the embarrassment somewhat; but the
incident will not soon be forgotten by those
who witnessed it.

A well-known hostage, the Sultan of Bin-
dayan, was killed at Camp Vicars, Mindanao
last month. It seems that the camp was fired
on for two successive nights by a band of Moro
riders. One Moro was wounded but there
were no casualties on the U.S. side. Firing
continued in a desultory manner until day-
light. The Moros are believed to have been
from Bacolod and it is thought that the affair
was probably an attempted rescue of the Sultan,
who was killed while attempting to escape from
his guard. The Sultan of Blaidayan was
arrested some time ago in conformity with
General Baldwin's policy of holding all Sultans
responsible for the lawless acts of their people.
As Tongul, the leader of the band that killed
some U.S. soldiers on the trail, was a subject
of this Sultan, the arrest followed and surrender
of Tongul was demanded within a week. The
time had long since expired but the Sultan was
still held. On the 13th ult., while guard was
moving the Sultan to another tent, he grabbed
the sentinel's gun and tried to fire it, but was
unsuccessful. He then made a break for liberty
but was shot while in the act of escaping.
Some of his people came in next morning and
his body was given to them for burial. While
the shooting of the Sultan was deeply regretted
by the military authorities there it could not be
helped and was absolutely necessary.

TELEGRAMS.

REUTERS SERVICE.

LONDON, 8th September.

GERMAN WARSHIP SINKS HAITIAN
REVOLUTIONISTS' GUNBOAT.

A German warship lying in the roadstead
of Gonaives, Hayti, has sunk the Haitian gun-
boat *Cric-t-Pierrot*, which recently confiscated
the cargo of arms and munitions of war on
board a German steamer off Cape Haytian.

CANTON NOTES.

[FROM THE "CHUNG NGUEN PAO"]

THE CANTON-HANKOW RAILWAY.

Mr. Willis E. Gray, the representative of the
Canton-Hankow Railway Company, accom-
panied by his translator Mr. Leung Shun-oh,
has commenced to make a tour of inspection of
all the places through which the railway is to
pass. He arrived at Fatsan on the 2nd inst.,
where he was warmly received by the local
officers and the gentry, who afterwards held a
meeting in the Tai Fui-Tong (the chamber of the
gentry). Mr. Gray was escorted all the way
through by a band of soldiers. It is said that
the railway junction in Fatsan is at Ying-
Tsi-Sa. The site in Wongsa, Canton, from
which the railway is to commence has been
purchased from the owner for a sum of six
thousand and four hundred dollars.

THE NEW GOVERNOR.

H. E. Li Hing-Yui, Governor-Designate of
Canton, is obliged to stay in Shanghai for some
days on account of illness, though his arrival at
Canton is earnestly expected by Viceroy Tai-
Mu, whose illness is getting worse daily.
Governor Tak Sow refuses to take over his
seals until the arrival of his successor.

RELATIVES.

The Viceroy has received telegraphic instruc-
tion from the Peking Government telling him
to postpone the abolition of *leishen*-stations on
account of the commercial treaty not having
been signed by the representatives of all the
Powers.

WANT OF RAIN.

It is feared that the autumn rice-crops and
mulberry harvest will be destroyed in many
districts, if rain does not make its appearance
at an early date. At present a dollar can only
buy eighteen catties of rice, which is getting
dearer day after day, holders being firm.

THE LOCAL PORTUGUESE PRESS.

The Portuguese papers of Hongkong and
Macao are apparently not beloved of the
Macanese Government, nor are they slow to hit
out at the latter vigorously. In an article in
yesterday's *O Patriota* appears an article from
which the following excerpts are translated:—

"In a letter written in English, signed by
Commandador A. Baste and published in the
Hongkong Telegraph some days ago, the said
Mr. Baste stated, amongst other things, as
follows: 'An article contributed by me to the
Patriota last week was refused publication,
simply because I proposed to defend the gentle-
man now at the head of the local administration
against the systematic and simultaneous invec-
tives with which both the papers (*the Povo* and
the Patriota) are animated, thus creating a false
and erroneous public opinion amongst the
Portuguese there resident.'"

"Mr. Baste does not lie in saying that he
had refused to publish his article in defence
of his son-in-law Dr. Lello."

"As to Mr. Baste's attitude towards us and to
the reproach that he has made against us in the
paragraph of his letter reproduced above, we
would state in denial that we never did attack
any one systematically. We have no reason of
complaint against Dr. Lello, as a private in-
dividual, or as a gentleman (to use Mr. Baste's
expression), but regarding him as the
chief of the Colony, we would be wanting in
our duties as journalists, we would betray
that we have imposed upon ourselves to struggle
for the triumph of truth, of morality, and of
justice, if we did not stigmatize certain govern-
mental acts of His Excellency, as we did, with-
out the least remorse for having done so."

"The opinion often expressed by us regard-
ing Dr. Lello was the same as that formed by
the public long ago, and was also that of H.E.
the ex-Governor, Conde de Galhardo, the
only one who, well knowing Dr. Lello's
sufficient energy and strength to cause him to
leave Macao."

V.R.C. SPORTS.

The annual aquatic sports of the Victoria
Recreation Club will be begun to-day at 4 p.m.
and will be continued to-morrow and on Satur-
day. This afternoon the events to be decided
include the half-mile championship of the
Colony (open) and a four-lengths (124 yards)
scratch race open to the Army, Navy and
Police. To-morrow the 200 yards championship
of the Colony (six lengths, open) will be decided.
On Saturday there will be a varied programme.
The Committee request the pleasure of the
ladies of Hongkong at the Club enclosure on
that occasion; music will be supplied by the
band of the 10th Bombay Infantry.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *America* Maru, with
mail, &c., left Nagasaki on the 9th inst. at
10 a.m. for Manila, and is due there on the 13th
inst. at 2 p.m. [The *American Mail* has been
forwarded to this port per s.s. *Princess Irene*.]
The Imperial German mail steamer *Princess
Irene* left Kobe via Nagasaki and Shanghai on
the 9th inst. a.m., and may be expected here on
or about the 16th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

THE JOCKEY CLUB AND
DISCARDED GRIFFINS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th September.

Sir,—If you consider that the correspondence
(which I enclose) between myself and the Stew-
ards of the Hongkong Jockey Club of sufficient
interest to warrant its publication I should be
much obliged if you will publish it in your
columns. There are two reasons why I should
be glad to have the correspondence made public,
the first reason being a personal one and the
second what I may call for the purpose of dis-
tinction a public one. The personal reason is
that I know that my initial letter of the corre-
spondence, dated the 6th inst., has been the sub-
ject of some discussion, and I also know that
there are some persons, who, probably on account
of not being in possession of all the facts, are
under the impression that I wished to be given
some advantage over my fellow subscribers
for subscription griffins, which impression
on a perusal of the letter I feel sure will be
instantly dispelled. The second and more
important reason, which I designated above
as a public reason, is my excuse for pre-
suing to trouble you in the matter. It is of
course only a public reason inasmuch as, and in
so far as, it affects indirectly the best interests
of racing and also the rights of subscribers to
decide to what extent, they, as a body, should be
allowed to deal with their own property, viz.:—
the subscription griffins. It will be seen from
my last letter in the correspondence of the 8th
inst. that very nearly all the subscribers agreed
with the proposal I had made to the Stewards,
and some of them besides subscribing their
signatures added notes giving their reasons for
so doing. In spite of this, however, I was sur-
prised to receive the reply signed by the Acting
Clerk of the Course given below, and I was
still more surprised for the reason he was
instructed to give for the refusal of the Stewards
to accede to my request. The reason given is
that "under the conditions officially
announced before the drawing the discarded
ponies have to be separately dealt with, viz.:—
by public auction and any objections to those
conditions should have been made before the
drawing took place." I suppose that I may
infer from this that had I or any other subscrib-
er raised the question before the draw the
decision of the Stewards would have, or might have
been, otherwise. If this is a fair inference, and
the reason given is the only reason why the
Stewards could not accede to my request, then I
think that, in view of the knowledge that the sub-
scribers were practically unanimous as to the fair-
ness of my proposition, the fact of an official
announcement having been made as to how the
discarded ponies should be dealt with (which it is
quite doubtful whether the Stewards had any
right to make at all) was practically no reason,
and it confines me that persons who are inter-
ested in racing and are willing to support it can
expect no consideration at the hands of the
Stewards as at present constituted and that no
argument or proposition, however fair or reason-
able, is likely to receive any consideration if it
introduces any element of a progressive nature.

One of the subscribers who added his signa-
ture in support of my first letter to the
Stewards also added a note to the effect that in
Peking discarded ponies were not eligible to
race and although this raises another point (and
if it were the case in Hongkong it would in no
way affect a subscriber's right to exchange as
proposed by me, since in fact case the pony ex-
changed would *ipso facto* become the discarded
pony) yet I think that it is quite open to
question whether it is fair on subscribers that
discarded ponies sold at public auction and
fetching prices far less than the cost of the
ponies should be eligible to race at
all events as subscription griffins,
pologising for troubling you.—Yours, etc.,
EDMUND C. PONTIFEX.

(Enclosures.)
6th September, 1902.

THE STEWARDS OF THE HONGKONG
JOCKEY CLUB.

Gentlemen,—I write to ask whether you will
consent to allow me to exchange the Subscrip-
tion Water Griffin which I have drawn for one
of the 5 discarded ponies which I have under-
stood are to be sold by public auction on Monday
next, and to allow the pony I have drawn to be
put up for sale in the place of the one I select.
In support of my request I submit that, in
common with any other subscriber who may
wish to discard the pony or ponies he may have
drawn, he has a right to exchange his pony for
another of his own choice.

As the Stewards are not allowed to sell the
discarded ponies, but are obliged to offer them
to the public. If there should happen to be
more applicants than there are discarded
ponies, or more than one applicant, then I
think that the first choice should be lot-
tered for between such applicants and that
the choice should be accordingly. But that a
subscriber for a griffin should not be entitled
to exchange the pony or ponies he has drawn
for the discarded ponies if in his opinion he
will make a good bargain for himself, seems to
be most unfair, since the subscribers are the
persons who should be primarily considered and
but for whom there would be no ponies at all. I
may add for your consideration that the proposal
I make is by no means a novel one but that
the practice is allowed in Singapore and in
Shanghai also. If you, gentlemen, are unwilling
to allow me to exchange the pony I have drawn
and to allow me to race the pony I choose in its
stead, then I confidently ask that you will allow
me to exchange on the understanding that such
ponies taken in exchange is not eligible to race
in this Colony. I do not ask to have any
advantage which any other subscriber
has not, and I submit with confidence that
it is only fair that before any ponies which
have been imported into this Colony as subscrip-
tion griffins are offered to the public the sub-
scribers should first of all be given the chance
of taking them in lieu of the ponies which have
been drawn by them. I presume it is your wish
to give every subscriber a chance of getting as
good a pony as possible, and to offer the public
any of the ponies that form one of the lot of
subscription griffins, when one or more sub-
scribers may elect to take a discarded pony

instead of the one he has drawn seems to me
most unfair and against the interest of sport.
The only possible objection that I can think of
and the only person who might possibly be
prejudiced by your consenting to allow me to
exchange my pony for one of the discarded ones
is Mr. Kias, and therefore I undertake (if you
think it necessary) to make good anything
which Mr. Kias may lose by taking the pony I
have drawn. I hope in the course of the day
to be able to send you a few signatures by
some subscribers who agree with me that my
request should be allowed.—Yours faithfully,
EDMUND C. PONTIFEX.

Hongkong, 8th September, 1902.

TO THE STEWARDS OF THE HONGKONG
JOCKEY CLUB.

Gentlemen,—In reference to my letter of the
6th inst. I shall be in a position to hand to the
clerk of the course a duplicate of that letter
signed by a number of subscribers who support
me in the matter before 1.30 p.m. today. I
therefore ask you, should you contemplate send-
ing me an answer before 1.30 p.m. to-day un-
favourable to my request, to delay sending such
an answer before you are in receipt of this duplicate
letter, as on the other hand you contemplate send-
ing me an answer favourable to me, a delay is
necessary and I should be glad to receive it
as soon as possible.—Yours faithfully,
ED. C. PONTIFEX.

September 8th, 1902.

TO THE STEWARDS OF THE HONGKONG
JOCKEY CLUB.

Gentlemen,—Referring to my letter of this
morning, now made you a duplicate letter of my
letter of the 6th inst., signed by very nearly
all the Subscribers, I am sorry to hear that the
subscribers who have signed with one ex-
ception (I have not been able to ask to do so,
but I think there are only two or three.)—Yours
faithfully,

ED. C. PONTIFEX.

Hongkong Jockey Club,
Hongkong, 8th September, 1902.

Dear Sir,—I am directed by the Stewards of
the Hongkong Jockey Club to acknowledge
receipt of your letters of 6th and 8th inst., and
to express their regret that they cannot grant
your request.

Under the conditions officially announced
before the drawing—"the discarded ponies have
to be separately dealt with,"—the public
auction and any objections to those conditions
should have been made before the drawing took
place.—Yours truly,

A. S. ANTON,
Acting Clerk of Course.

E. C. PONTIFEX, Esq., Present.

SINGAPORE'S WATER FAMILIAE.

On the 1st inst. about sixteen of the leading
gentlemen of the Chinese community waited
upon the President of the Singapore Municipal-
ity for the purpose of impressing upon him the
great inconvenience caused in the past by reason
of the scarcity of water. The first suggestion put
forward was that the number of stand pipes in
the congested districts be increased so that every
person going for water may have a chance
of filling his tub before the mains are closed.
The next suggestion was that, in addition
to the morning and evening supply, the
mains should be opened from noon till one
p.m. The question of the closing of the wells
was touched upon, and the deputation made a
strong point of the fact that building operations
are largely retarded owing to want of water
which the closed wells would have supplied. It
is perhaps not generally known that the school
going population are not the least suffer-
ers from the drought. Should it continue, each
pupil will henceforth have to carry his supply
of drinking water to school with him. Another
point touched upon was the amount of water
that the Tanjong Pagar Dock and the other
suppliers of water to ships are allowed to
purchase at a reduced rate when the people of
the town are suffering from drought. It is
alleged that these concerns pay 16 cents per
ton for water, which is reduced to 8 cents per
ton, and that they take away 7,000,000 or 8,000,000
month in that manner. This, it was contended,
should not be permitted under the present
circumstances.

THE KWANGSI TROUBLES.

The Kwangsi Chinese are not inclined to
believe in "rebellion" at an end yet.
A recent cable to Shanghai from Wuchow
reports that not long ago, in response to an
urgent appeal from the Governor of Kwangsi,
Viceroy Tai Mu sent to the aid of that
Governor a force of some 1,500 men, belonging
to the Anhui, or gendarmes of Canton
city and suburbs who are better armed than
the general run of the territorial forces of the
Two Kwang provinces. In force these gendarmes
confronted at last at Linchow they were,
however, attacked by a body of rebels of similar
strength and equally well armed, with the result
that after several hours' contested fighting the
Cantonese troops were badly routed and com-
pelled to retreat with great loss to Wuchow.
After losing the majority of their arms, recruits
ammunition and baggage, H.E. Wang Chiao-
chun, the new Governor of Kwangsi,
happened to be in the vicinity of Wuchow at
this time with 5,000 modern armed Hunan
"braves" brought down by him from Anhui,
and H.E. had ordered the defeated Anhui troops
to be incorporated with his army. With these
troops the new Governor intends to march
against the main rebel force and hold the
vicinity of Linchow and other prefectures in
that neighbourhood, after taking over the seals
of the Kwangsi Government from H.E. Ting
Chen, who is en route from Kweilin, the pro-
vincial capital, for Wuchow to hand over the
new Governor's seal to him. It is said that
the recruited Hunan troops, who are under
the command of H.E. Wang Chiao-chun, have
again been badly routed and that the rebels
are suffering from lack of food and are in
consequent disorganization. It is said that
the rebels are in danger of becoming a howling
mob of next year.

An old gentleman, fond of card playing, was
one day gambling about the billiard table
pursuing him in his favourite game of whist.
"Why," said he, "I never had a trump in
my hand." "That cannot be," said the friend
to whom he was talking, "for you must have
had at least one trump when you were a deal."
"I always mislaid it," modestly remarked the
unfortunate devotee of the billiard pastime.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matters to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until the next issue.

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NEW ADVERTISEMENTS



FOREMAN (Chinese) to look after building work generally. Must be able to speak and write English. Only those accustomed to out door building work need apply. Apply OFFICE IN CHARGE OF WORKS, H.M. Naval Yard, Hongkong.

Hongkong, 11th September, 1902. [243]

HONGKONG CLUB.

NOTICE.

THE SECOND HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, payable on TUESDAY, the 30th September, 1902, will be drawn at the Hongkong Club House, at 11 o'clock a.m. on FRIDAY, the 13th September, 1902.

Bearers of Debentures are invited to attend the drawing.

C. H. GRACE, Secretary.

Hongkong, 11th September, 1902. [2430]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 19th SEPTEMBER, 1902, at 3 p.m., at his SALE ROOMS, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 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Hongkong, 17th October, 1900. [1955.]

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 Hongkong.
 Hongkong, 6th March, 1902. 719

WM. MEYFRINK & CO. Hongkong, 22nd July, 1902.	[1422]	LEE SEUN & CO., Agents, No. 61, Nathan Street. Hongkong, 6th March, 1912.	[71]
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YEE SUN & CO., Agents,
No. 61, Bonham Street,
Hongkong, 6th March, 1922. [7]

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 12th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 8th October.

TO	STEAMERS	TO SAIL
LONDON	"DAEDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

The S.S. "MACHAON" left Singapore on the 7th inst., and is expected here on the 12th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA.	"RYSON"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"SHINGTU"	On 11th September.
SHANGHAI	"WONGHUNG"	On 13th September.
NINGPO and SHANGHAI	"PAKHUI"	On 13th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	On 13th Sept. at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

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AGENTS.

Hongkong, 11th September, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE & YOKOHAMA FOR OPERATING THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRASAMBA"	1,200	R. P. Craven	September 13, 1902
"INDRAVELLA"	1,200	W. C. Craven	October 14, 1902
"INDRAPURA"	1,200	Hollingsworth	November 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 6th September, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS). PROPOSED SAILINGS FROM HONGKONG, 1902.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"HEATHBURN"	1,200	R. P. Craven	September 13, 1902
"ARLBY"	1,200	W. C. Craven	October 14, 1902
"HILLGLEN"	1,200	Hollingsworth	November 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

DODWELL & CO., LD.

Hongkong, 3rd September, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP. THE Steamship.

"BENALDER" Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd September, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, and are of which can be obtained on application to the Underwriters.

NEXT SAILINGS: "CHANGSHA" leave on 13th September.

"CHINGTU" leave on 20th September.

"TAIYUAN" leave on 24th October.

"TSINAN" leave on 15th November.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 27th August, 1902.



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU," 3,878 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 13th inst., at 3 p.m.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street, Hongkong, 8th September, 1902.

AGENTS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," 3,878 Tons.

Captain Meconi, will leave for the above places on WEDNESDAY, the 17th inst., at 3 p.m.

This Steamer has Capital Accommodation for Passengers. Electric Light and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Prince's Buildings, Hongkong, 13th September, 1902.

AGENTS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PENIPON," 3,878 Tons.

Captain Klausberger, will be despatched as above on FRIDAY, the 19th September, at 3 p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Prince's Buildings, Hongkong, 6th September, 1902.

AGENTS.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFION," 3,878 Tons.

Captain MacGregor, will be despatched for the above port on SUNDAY, the 24th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 10th September, 1902.

AGENTS.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

The following Steamers will be despatched as above, carrying Cargo at current rates:

PROPOSED SAILINGS FROM HONGKONG, 1902.

S.S. "INDRANI" ... 30th Sept., 1902.

S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to JARDINE, MATHESON & CO., Agents.

"Indra" Line, Ltd.

AGENTS.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," 3,878 Tons.

Captain Ellis, will be despatched as above on THURSDAY, the 2nd October at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1902.

AGENTS.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

AGENTS.

M. R. CHADWICK KEW, DENTAL SURGEON, NO. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M. Hongkong, 13th March, 1902.

NOTICES TO CONSIGNEES

S.S. "OCEANIAN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London, from S.S. "Sidon," from Havre or S.S. "Sidon," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 7th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after the 15th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th September, or they will not be recognized.

All damaged packages will be examined on Monday, the 15th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1902.

AGENTS.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ADOLPH ORBIS, Amr. barque, S. Amesbury.

Standard Oil Co.

ALBA, American ship, McKay—Standard Oil Co.

KELAT, British ship, J. Hughes—Order.

HONGKONG.

Anna, Austrian str., 1,317, Steeprich, Aug. 27.

Benlrig, British str., 1,452, Krobbe, Aug. 20.

Bicagno, Italian str., 1,569, Munio, Sept. 3.

Buen Viaja, American str., 275, Ross, July 8.

Bygde, Norwegian str., 771, Carlsen, Sept. 7.

Changchow, British str., 1,203, Pearce, Sept. 10.

Changsha, British str., 1,463, Moore, Aug. 18.

Chingtu, British str., 1,459, Brown, Sept. 3.

Chingwou, British str., 2,517, Evans, Sept. 8.

Coptic, British str., 2,744, Rinder, Sept. 9.

Daijin Maru, Jap. str., 890, Ogata, Sept. 10.

Decima, German str., 794, Schlaikier, Sept. 1.

Doris, Norwegian str., 965, Jacobsen, Sept. 3.

Elsa, German str., 1,702, Schonwandt, Sept. 5.

Empress of Japan, British str., 3,003, Pybus, Sept. 9.

Haikan, British str., 1,183, Roach, Sept. 9.

Hangchow, British str., 999, Mawley, Sept. 5.

Huising, British str., 1,536, Wheeler, Sept. 1.

Jardine, Matheson & Co.

Hongkong, French str., 882, Pannier, Sept. 10.

A. R. Marty

Hyades, American str., 3,003, Wright, Sept. 6.

Dodwell & Co., Ltd.

Isaba Maru, Jap. str., 3,835, Bainbridge, Sept. 5.

Indramara, Brit. str., 3,366, Craven, Aug. 26.

Alban Cameron

Jacob, British str., 623, Schlaikier, Aug. 31.

Kagoshima Maru, Jap. str., 2,731, Kori, Sept. 10.

Nippon Yusen Kaisha

Kongwari, German str., 1,115, Leuss, Sept. 10.

Melchers & Co.

Klek, Austrian str., 2,485, Pepin, Sept. 10.

Dodwell & Co., Limited

Kong Beng, Ger. str., 862, Parpart, Sept. 3.

23, Butterfield & Swire

Kwangle, Chinese str., 1,467, Lincoln, Sept. 9.

Chinese

Kwangle, British str., 1,662, Hooker, Aug. 31.

Butterfield & Swire

Loongoon, Ger. str., 1,245, Schuls, Sept. 8.

Simsen & Co.

Loyal, German str., 1,066, Bahman, Sept. 7.

Order

Machew, German str., 995, Hayes, Sept. 9.

Melchers & Co.

Manung, British str., 1,643, Welch, Sept. 10.

Jardine, Matheson & Co.

Mercedes, British str., 2,965, Carter, Aug. 22.

Admiralty

Nankin, British str., 2,557, Benton, Sept. 1.

G. N. Co.

Pakhoi, British str., 1,287, Williams, Sept. 7.

Butterfield & Swire

Pharman, German str., 1,021, Reime, Sept. 9.

9, Butterfield & Swire

Rosetta Maru, Jap. str., 2,405, Tate, Sept. 9.

Mitsui Bussan Kaisha

Rubi, British steamer, 1,611, Almond, Aug. 19.

Shewan, Tomes & Co.

Sanyasin, German str., 1,374, Ylesmann, Aug. 21.

Melchers & Co.

Siam, British steamer, 992, Binas, Aug. 25.

McBain & Co.

Skarpene, Norw. str., 1,130, Kristiansen, Sept. 7.

7, Bender, Wieler & Co.

Skraustad, Norw. str., 759, Hansen, Aug. 23.

Sander, Wieler & Co.

Thales, British steamer, 820, Robson, Sept. 10.

Douglas Laysan & Co.

Trigona, British str., 1,069, Powell, Sept. 7.

Arakhoi, Karberg & Co.

Wahkama Maru, Jap. str., 1,720, Sakamoto, Sept. 10.

M. E. K. Kisha

Wooming, British str., 1,109, Dowson, Sept. 7.

Butterfield & Swire

Yedo Maru, Jap. str., 1,069, Samura, Aug. 24.

Chinese

Yikang, British str

